

HWY-05-M-H035  
Wilmer, Texas

## **ATTACHMENT #3**

### **Bridgestone/Firestone - Supplemental Report**

(4 pages)

## **BRIDGESTONE AMERICAS HOLDING, INC.**

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### **VEHICLE FACTORS: TIRES AND TIRE MARKS**

#### **NTSB ACCIDENT INVESTIGATION**

**Description:** Motorcoach Fire  
**Location:** I-45 Near Wilmer, Dallas Co., Texas  
**Date:** September 23, 2005  
**NTSB Case No.:** HWY-05-MH-035

#### ***SUPPLEMENTAL REPORT***

The subject matter concerns a motor vehicle accident that occurred on September 23, 2005, at about 6:07am. The vehicle is a 1998 MCI motorcoach, which was traveling northbound on Interstate 45 with a driver and 44 passengers who were evacuating from the Houston, Texas area as Hurricane Rita approached the coast. The motorcoach, which had pulled to the right side of the highway near Exit 269 in or near Wilmer, Texas (Dallas County), was engulfed in a fire that resulted in numerous fatalities and injuries.

This report supplements my initial report, dated March 17, 2006, to the National Transportation Safety Board ("NTSB") regarding my examination and analysis of the pertinent tires, wheels, and tire marks involved in the subject accident. Subsequently, additional information regarding the axle and vehicle weight ratings of the subject 1998

MCI motorcoach became available to me; this report is provided for purposes of supplementation and clarification on only this topic. For brevity, other subjects of my initial report, including observations and conclusions, are not re-addressed or repeated in this report. Any tables, figures, or other notations supplied or referenced in this report are numbered consistently with those in my initial report, which is considered to be incorporated herein.

#### Tire Application and Load Capacity

In Service Bulletin No. 2822 dated April 12, 2002, MCI retroactively increased the Gross Vehicle Weight Rating (GVWR) and certain Gross Axle Weight Ratings (GAWR) on various motorcoaches that were already in service, including the subject motorcoach. According to the bulletin, the changes were as follows:

- GVWR increased from 49,900 lbs (22,635 kg) to 54,000 lbs (24,434 kg)
- Front axle (#1) GAWR increased from 16,000 lbs (7,258 kg) to 16,500 lbs (7,484 kg)
- Tag axle (#3) GAWR increased from 16,000 lbs (7,258 kg) to 16,500 lbs (7,484 kg)

There was no change to the drive axle GAWR. The tire size, wheel dimensions, and inflation pressure specifications for all axles also remained unchanged.

Therefore, the subject motorcoach had revised axle load ratings and the tire application specifications as shown in Table 5.

Axle*	GAWR	Tire Size	Inflation	Wheel
1	16,500 lbs (7,484 kg)	315/80R22.5 Load Range J	120 psi	9.00x22.5
2	23,000 lbs (10,432 kg)	315/80R22.5 Load Range J	90 psi	9.00x22.5
3	16,500 lbs (7,484 kg)	315/80R22.5 Load Range J	120 psi	9.00x22.5

\*Refer to Figure 23

Table 5: Revised Motorcoach Axle Ratings and Tire Specifications

Therefore, from Tables 3, 4 and 5, note the following:

1. The MCI motorcoach specified suitable tire size and inflation pressures to carry the maximum rated axle loads of the vehicle, both before the application of the service bulletin (as in Table 3) and after application of the service bulletin (as in Table 5).

2. The front tires actually applied to the subject motorcoach, size 11R22.5-G, were improperly sized/rated and did not have suitable load capacity to carry the front axle maximum rated load. Without application of the revised front axle GAWR pursuant to the service bulletin, each tire was potentially overloaded by 1825 lbs, or approximately 30%. With application of the revised front axle GAWR, each tire was potentially overloaded by 2075 lbs, or 33.6%.

## **Conclusion**

In light of MCI's Service Bulletin No. 2822, the conclusions on page 4 of my initial report are supplemented as follows:

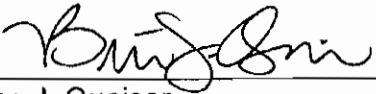
### Front Axle Tire Load Capacity

11. With a front GAWR of 7,484 kg (16,500 lbs), the motorcoach could overload the 11R22.5-G tires by 33.6%.

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In closing, my initial report and this supplemental report summarize my examination and analysis to date and my understanding of events and evidence presented to me during the on-going investigation by the NTSB, Dallas Sheriff's Office, Texas Department of Public Safety, and Federal Motor Carrier Safety Administration, among others. If additional information becomes available regarding the subject accident, I reserve the opportunity to modify or amend opinions and conclusions contained in my initial report and/or this supplemental report.

Respectfully Submitted,

  
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Brian J. Queiser